






**HIGH-STRENGTH ALLOY BASED ON ALUMINIUM AND A PRODUCT MADE OF SAID ALLOY****Publication number:** EP1306455**Publication date:** 2003-05-02**Inventor:** FRIDLYANDER IOSIF NAUMOVITCH (RU);  
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OTKRYTOE AKTSIONERNOE OBSHCHESTVO (RU)**Classification:****- international:** **C22C21/10; C22C21/10;** (IPC1-7): C22C21/10**- European:** C22C21/10**Application number:** EP20010954567 20010725**Priority number(s):** WO2001RU00307 20010725; RU20000120274  
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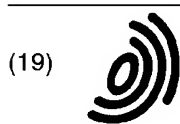
**Cited documents:** JP6184689  
 JP2000212673  
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**Abstract of EP1306455**

The present invention relates to high-strength aluminium-based alloy of Al-Zn-Mg-Cu system and the article made thereof. Said alloy can be used as a structural material in aircraft- and rocket engineering, and for fabricating the articles for transportation- and instrument engineering. The advantage of the suggested alloy is its high strength and the required level of service properties combined with sufficient technological effectiveness necessary for fabricating various wrought semiproducts, mainly of large sizes. Said alloy has the following composition (in wt %): zinc 7.6-8.6 magnesium 1.6-2.3 copper 1.4-1.95 zirconium 0.08-0.20 manganese 0.01-0.1 iron 0.02-0.15 silicon 0.01-0.1 chrome 0.01-0.05 nickel 0.0001-0.03 beryllium 0.0001-0.005 bismuth 0.00005-0.0005 hydrogen  $0.8 \times 10^{-5}$  -  $2.7 \times 10^{-5}$  and at least one element from the group including titanium 0.005-0.06 boron 0.001-0.01 aluminium - balance. The following conditions should be observed: the sum of zinc, magnesium, copper should not exceed 12.5 %; the sum of zirconium, manganese, chrome and nickel should not exceed 0.35%; the ratio Fe:Si should not be less than 1.2. Said alloy is recommended for use as a structural material for main members of aircraft airframe (upper skin, stringers of the wing, loaded beams, etc.

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**(54) HIGH-STRENGTH ALLOY BASED ON ALUMINIUM AND A PRODUCT MADE OF SAID ALLOY**

(57) The present invention relates to high-strength aluminium-based alloy of Al-Zn-Mg-Cu system and the article made thereof. Said alloy can be used as a structural material in aircraft- and rocket engineering, and for fabricating the articles for transportation- and instrument engineering.

The advantage of the suggested alloy is its high strength and the required level of service properties combined with sufficient technological effectiveness necessary for fabricating various wrought semiproducts, mainly of large sizes. Said alloy has the following composition (in wt %):

zinc 7.6-8.6

magnesium 1.6-2.3

copper 1.4-1.95

zirconium 0.08-0.20

manganese 0.01-0.1

iron 0.02-0.15

silicon 0.01-0.1

chrome 0.01-0.05

nickel 0.0001-0.03

beryllium 0.0001-0.005

bismuth 0.00005-0.0005

hydrogen  $0.8 \times 10^{-5}$  -  $2.7 \times 10^{-5}$  and

at least one element from the group including

titanium 0.005-0.06

boron 0.001-0.01

aluminium - balance.

The following conditions should be observed:

- the sum of zinc, magnesium, copper should not exceed 12.5 %;
- the sum of zirconium, manganese, chrome and nickel should not exceed 0.35%;
- the ratio Fe:Si should not be less than 1.2.

Said alloy is recommended for use as a structural material for main members of aircraft airframe (upper skin, stringers of the wing, loaded beams, etc.

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**Description****Field of the Invention**

5 [0001] The present invention relates to non-ferrous metallurgy, and in particular it relates to high strength alloys of Al-Zn-Mg-Cu system used as a structural material for main parts in aircraft (upper skins and stringers of the wing, loaded beams, etc), in rocket-, transportation and instrument engineering.

**Background of the Invention**

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[0002] Well - known are high strength aluminium-based alloys of Al-Zn-Mg-Cu system additionally doped with a minor amount of zirconium.

[0003] The Russian alloy 1973 has the following composition (in weight %):

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zinc 5.5-6.5

magnesium 2.0-2.6

copper 1.4-2.0

zirconium 0.08-0.16

titanium 0.02-0.07

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manganese  $\leq 0.10$

chrome  $\leq 0.05$

iron  $\leq 0.15$

silicon  $\leq 0.10$

aluminium - balance [1]

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[0004] The American alloy 7050 comprises (wt %):

zinc 5.7-6.7

magnesium 1.9-2.6

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copper 2.0-2.6

zirconium 0.08-0.15

titanium  $\leq 0.06$

manganese  $\leq 0.10$

chrome  $\leq 0.04$

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iron  $\leq 0.15$

silicon  $\leq 0.12$

aluminium - balance [ 2 ]

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[0005] Also is patented the American alloy comprising (wt %):

zinc 5.9-6.9

magnesium 2.0-2.7

copper 1.9-2.5

zirconium 0.08-0.15

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titanium  $\leq 0.06$

chrome  $\leq 0.04$

iron  $< 0.15$

silicon  $\leq 0.12$

aluminium - balance [ 3 ]

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[0006] The common disadvantage of all said alloys is the unsatisfactory level of static strength and specific characteristics which doesn't allow to improve service properties, to increase the weight efficiency of the articles aiming to raise carrying capacity, to save fuel, to increase flight distance range, etc.

[0007] The American alloy is suggested comprising (wt %):

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zinc 7.6-8.4

magnesium 1.8-2.2

copper 2.1-2.6

zirconium 0.03-0.30  
manganese 0.1-0.35  
iron 0.03-0.1  
silicon 0.03-0.1

and at least one element from the group including

hafnium 0.03-0.4  
vanadium 0.05-0.15  
aluminium - balance [4]

Said alloy has the following disadvantages:

- high and superhigh strength is mainly achieved by heavy alloying with main elements - zinc, magnesium, copper (their maximum sum > 13,0 %), but the increased amount of copper leads to the reduction of ductility, crack - and fatigue resistance;
- the additional alloying with expensive elements (hafnium, vanadium) is used, and that leads to the increase in cost of semi-finished products and finished articles, especially when there is a large-scale production and the products are of large sizes;
- the alloy has the unsatisfactory ductility in as-cast condition (and therefore has the tendency to appearing of cracks in ingots especially large-sized ingots which are cast from such alloys with difficulty) and under the deformation of semiproducs;
- the alloy's composition doesn't provide the optimum conditions of the microstructure formation and service characteristics of such members as skins and stringers of the wing which are needed for modern and future aircraft.

### Description of the Invention

**[0008]** The object of the present invention is to provide an alloy having high strength and the desired level of service characteristics necessary for main loaded members of airframe in aircraft, rockets and other articles, in combination with satisfactory technological effectiveness for fabrication of various wrought semiproducs especially of large sizes.

**[0009]** According to the invention, there is provided the high strength aluminium-based alloy of Al-Zn-Mg-Cu system comprising (in wt %):

zinc 7.6-8.6  
magnesium 1.6-2.3  
copper 1.4-1.95  
zirconium 0.08-0.20  
manganese 0.01-0.1  
iron 0.02-0.15  
silicon 0.01-0.1  
chrome 0.01-0.05  
nickel 0.0001-0.03  
beryllium 0.0001-0.005  
bismuth 0,00005-0.0005  
hydrogen  $0.8 \times 10^{-5}$  -  $2.7 \times 10^{-5}$  .

and at least one element from the group consisting of

titanium 0.005-0.06  
boron 0.001-0.01  
aluminium-balance,

and the article made thereof.

**[0010]** The sum of the main alloying elements (zinc, magnesium, copper) should not exceed 12,5 %. The sum of the transition elements (Zr, Mn, Cr, Ni) should not exceed 0,35%. The ratio Fe : Si should be not less than 1.2.

**[0011]** Together with the main element-antirecrystallizer Zr, the introduction of Cr, Ni into the suggested alloy's composition, and the reduction of Mn amount (the claimed range of the total sum be not more than 0,35 %) ensures the formation and stabilization of unrecrystallized structure, nucleation of hardening phases and hence, the increase in

strength, and also raises the stress corrosion cracking resistance and exfoliation corrosion resistance.

[0012] The microalloying of the alloy with grain refining titanium additive of nucleation sites effect and/or boron additive causes the heterogeneous solidification of the alloy and hence, grain refining and its uniformity, secondary phases' dispersion in ingots. Bismuth also has a grain refining effect and it increases the fluidity. All of said improve the ductility of ingots and semiproducts, and extend the possibility to enlarge their dimensions and to increase the quality.

[0013] Hydrogen being present in microamounts, promotes the formation of fine-grain structure, uniform distribution of inevitable non-metallic inclusions through the volume of ingots and semiproducts, and the increase in their ductility. The inclusion of a technological additive of beryllium reduces the oxidability and improves the fluidity in casting process, additionally improving the quality of ingots and semiproducts.

[0014] It is quite necessary to exceed the amount of iron over the amount of silicon (by more than 1,2 times) while strictly limiting these amounts (especially of silicon), for the purpose of improving the casting properties of Zn - containing alloys in order to make possible the fabrication of large-sized ingots and semiproducts.

[0015] The reduction of copper amount (to 1.95 wt %) and of total degree of alloying with main elements (Zn, Mg, Cu) to 12.5 wt % suppresses the possibility of formation of coarse excessive insoluble intermetallics like  $S(Al_2CuMg)$  phase etc, and limits their unfavourable influence upon ductility, crack resistance and fatigue, while not reducing the corrosion resistance.

[0016] Embodiments of the present invention will now be described by way of examples.

### Examples

[0017] In experimental trials the ingots were cast, and Table 1 shows the compositions of the alloys. The alloys 1-6 are the alloys according to the present invention, and alloy 7 is the example of the invention of US Patent 5,221,337. The ingots had the diameter of 110 mm. They were cast by semi-continuous method with water cooling. Casting was performed in electric furnace. After homogenization at 460°C for 24 hours, the values of ingots' ductility were estimated, which values characterize the ingots' ability to hot deformation at typical temperature of 400°C in semiproducts' fabrication process. Two methods were used: upset forging of the samples  $\varnothing 15 \times 20$  mm with the determination of ultimate deformation  $\epsilon$ ; tensile testing of round samples (gauge length diameter  $d_0 = 4$  mm) with the determination of relative elongation  $\delta$  (upon gauge length  $l_0 = 5d_0$ ) and relative reduction of area  $\psi$ .

[0018] The average grain size  $d_{aver}$  in the ingots were determined by the method of quantitative metallography of polarized microsections.

[0019] After homogenization some of the ingots were extruded at 390-410°C into bars of 12x75 mm cross-section. The billets of extruded bars were solution treated from temperature of 467°C (for 50 minutes) and quenched in cold water (20-25°C). In the range of 4 hours after quenching the bars were subjected to artificial ageing of  $T_1$  according to the scheme: 140°C, 16 hours.

[0020] The mechanical and corrosion properties were determined on samples cut from bars.

[0021] The mechanical properties upon tensile testing (tensile strength, elongation, reduction in area) were determined on round specimen with gauge length diameter  $d_0 = 5$  mm. Crack resistance was estimated by impact toughness of a specimen with V - shaped notch and a fatigue crack according to GOST 9454.

[0022] Low cycle fatigue resistance (LCF) was estimated by time to fracture of the round longitudinal specimen with circular notch ( $K_t = 2.2$ ) under high stress ( $\sigma_{max} = 0.7$  UTS of notched specimen) and frequency  $f = 0.17$  Hz.

[0023] The corrosion properties were estimated by:

- stress corrosion cracking resistance (SCC) by time to fracture of long transverse specimens under stress  $\sigma = 0.75$  YTS and under other conditions according to GOST 9.019;
- exfoliation corrosion resistance (EXCO) of flat longitudinal specimens on 10 - ball scale according to GOST 9.904.

[0024] Table 2 illustrates the combination of mechanical and corrosion properties of extruded bars made of suggested alloy and of the prior art alloy. Table 3 shows the values of technological ductility of the ingots made from said alloys.

[0025] As one can evidently see from the shown results, the composition of the claimed alloy allowed to increase noticeably the values of ductility and crack resistance (by  $\approx 15-20$  %) while providing the high level of strength properties, preserving the stress corrosion resistance and improving to some extent the exfoliation corrosion- and fatigue resistance. Said composition provides the improvement in structure and technological ductility of ingots, making the casting process and the forming of the semiproducts easy.

[0026] Thus, the claimed alloy provides the increase in weight effectiveness, reliability and service life of the articles. The alloy is recommended for fabrication of rolled (sheets, plates), extruded (profiles, panels, etc) semiproducts including long-sized products from large ingots, and also forged semiproducts (die forgings and hand forgings).

[0027] Said alloy may be used as structural material for fabricating the main members of airframe in aircraft, especially in compressed zones (upper skins and stringers of the wing, loaded beams, etc), rockets and other articles.

Table 1

Chemical composition of the alloys														
Alloy	Zn	Mg	Cu	Zr	Mn	Cr	Ni	Ti	B	Be	Bi	Fe	Si	H,•10 <sup>-5</sup>
1	8,3	2,3	1,9	0,13	0,1	0,04	0,005	0,05	-	0,005	0,0002	0,1	0,04	0,8
2	8,6	2,1	1,4	0,14	0,07	0,04	0,008	-	0,008	0,002	0,0005	0,15	0,05	1,5
3	7,6	2,0	1,95	0,17	0,1	0,05	0,03	0,06	0,001	0,0001	0,0001	0,14	0,06	2,7
4	8,0	1,9	1,8	0,13	0,06	0,03	0,0001	0,005	0,01	0,003	0,00008	0,13	0,04	2,0
5	8,1	2,0	1,9	0,08	0,07	0,05	0,02	0,05	-	0,002	0,0003	0,12	0,1	1,8
6	7,9	1,6	1,7	0,20	0,01	0,01	0,01	0,04	0,003	0,001	0,00005	0,02	0,01	1,4
7	8,4	2,2	2,5	0,12	0,1	0,02Hf	0,15V	-	-	-	-	0,1	0,06	-
Note: alloys 1-6 = claimed; 7 = alloy described in US Patent 5.221.337														

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Table 2

Mechanical and corrosion properties of the semiproducts								
Alloy	UTS	YTS	E1	Reduction of area	Impact toughness J/cm <sup>2</sup>	LCF, cycle number to fracture	SCC, time to fracture, hour	EXCO, point
	MPa			%				
1	690	670	10,0	16,5	4,0	1100	174	6
2	685	665	10,5	18	4,3	1040	172	6
3	675	655	11,5	20	4,6	1200	180	6
4	685	665	11,0	20	4,5	1150	173	7
5	680	660	10,5	19	4,4	1040	174	7
6	685	665	10,0	17	4,2	1100	175	6
7	690	670	9,0	15	3,8	1050	173	7

Table 3

Technological ductility of ingots at 400°C				
Alloy	Average grain Size, d <sub>aver</sub> , μm	Upset forging ε, %	Tension	
			El, δ	Reduction, ψ
			%	
1	260	49	74	92
2	230	55	76	93
3	210	60	82	95
4	320	48	74	92
5	250	55	75	93
6	270	50	74	93
7	380	43	71	90

## Claims

1. High strength aluminium-based alloy comprising (wt %):

zinc 7.6-8.6  
 magnesium 1.6-2.3  
 copper 1.4-1.95  
 zirconium 0.08-0.20  
 manganese 0.01-0.1  
 iron 0.02-0.15  
 silicon 0.01-0.1  
 chrome 0.01-0.05  
 nickel 0.0001-0.03  
 beryllium 0.0001-0.005  
 bismuth 0.00005-0.0005  
 hydrogen  $0.8 \times 10^{-5}$ - $2.7 \times 10^{-5}$

and at least one element from the group including

titanium 0.005-0.06  
boron 0.001-0.01  
aluminium - balance.

- 5     **2.** High strength aluminium-based alloy of claim 1, **characterized in that** the sum of zinc, magnesium and copper should not exceed 12.5 %.
- 3.** High strength aluminium-based alloy of any of claims 1-2, **characterized in that** the sum of zirconium, manganese, chrome and nickel should not exceed 0,35 %.
- 10    **4.** High strength aluminium-based alloy of any of claims 1-3, **characterized in that** the ratio Fe : Si should be not less than 1.2.
- 5.** The article made of high strength aluminium-based alloy, **characterized in that** said article is made of the alloy comprising (wt %):
- 15

zinc 7.6-8.6  
magnesium 1.6-2.3  
copper 1.4-1.95  
20    zirconium 0.08-0.20  
      manganese 0.01-0.1  
      iron 0.02-0.15  
      silicon 0.01-0.1  
      chrome 0.01-0.05  
25    nickel 0.0001-0.03  
      beryllium 0.0001-0.005  
      bismuth 0.00005-0.0005  
      hydrogen  $0.8 \times 10^{-5}$  x  $10^{-5}$  and at

30    least one element from the group including

titanium 0.005-0.06  
boron 0.001-0.01  
aluminium - balance.

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## INTERNATIONAL SEARCH REPORT

International application No.  
PCT/RU 01/00307

<b>A. CLASSIFICATION OF SUBJECT MATTER</b> IPC 7 : C22C 21/10 According to International Patent Classification (IPC) or to both national classification and IPC		
<b>B. FIELDS SEARCHED</b> Minimum documentation searched (classification system followed by classification symbols) IPC 7 : C22C 21/10 Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)		
<b>C. DOCUMENTS CONSIDERED TO BE RELEVANT</b>		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	JP 2107739 A (FURUKAWA ALUMINIUM KK ) 19 April 1990 (19.04.90), the abstract	1-2
A	SU 436876 A (N.N.BELOUSOV et al.) 30 December 1974 (30.12.74)	1-2
A	JP 48031807 B (SHOWA DENKO KK) DW 197340 000pp, the abstract, found in EPOQUE, database WPI, access number AN 1973-60013U (40)	1-2
A	JP 4263035 A (FURUKAWA ALUMINIUM KK) 18 September 1992 (18.09.92), the abstract	1-2
A	JP 61186445 A (HISHIKA KEIKINZOKU) 20 August 1986 (20.08.86), the abstract	1-2
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Date of the actual completion of the international search 20 October 2001 (20.10.01)		Date of mailing of the international search report 15 November 2001 (15.11.01)
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